

Wicklow to Greystones Greenway [redacted]

From: [redacted]:>
Date: Fri 2/13/2026 4:48 PM
To: Wicklow Greenway <wicklowgreenway@wicklowcoco.ie>
Cc: [redacted]

1 attachment (505 KB)
Wicklow to Greystones Greenway NSPC EPR_IÉ submission_Final.pdf;

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Dear Senior Executive Officer,

Please see attached **Jamrod Eireann** [redacted] for consideration for the Wicklow to Greystones Greenway: Non - Statutory Public Consultation -Emerging Preferred Route.

Kind regards,

[redacted]
[redacted]
[redacted]
[redacted]

Senior Executive Officer,
Transportation and Infrastructure Delivery Department,
Wicklow County Council,
County Buildings,
Whitegates,
Wicklow Town,

13th February 2026

Dear Sir/Madam,

Re: Wicklow to Greystones Greenway: Non - Statutory Public Consultation - Emerging Preferred Route

[REDACTED] welcomes the opportunity to submit observations on Wicklow to Greystones Greenway: Non - Statutory Public Consultation - Emerging Preferred Route. Active travel investment plays a key role in the promotion of sustainable mobility journeys across Ireland and Iarnród Éireann, in general, supports the investment in greenways and active travel across the state.

Current Rail Development in Wicklow

The existing [REDACTED] rail network plays an important role in the public transport provision in Wicklow. The Dublin Connolly to Rosslare Europort line serves the east of the county, providing DART, Intercity, and commuter rail services. Iarnród Éireann is committed, subject to funding, to further expand and integrate the railway network, in accordance with national, regional, and local policy, in collaboration with Wicklow County Council, the Department of Transport, and the National Transport Authority (NTA).

1. All-Island Strategic Rail Review

The All-Island Strategic Rail Review (AISRR), jointly commissioned by the Department of Transport in Ireland and the Department for Infrastructure in Northern Ireland, provides a vision for the future of the rail network, emphasising the need for improved connectivity, increased capacity, and investment in rail infrastructure to meet future travel demands while promoting a shift towards more sustainable transport modes. The AISRR makes 32 recommendations, with the proposals for the South East shown in Figure 1.



Figure 1: Recommendations from the AISRR for South East Ireland

In the short term, the A-ISRR recommends the protection of railway boundaries to allow for future expansion. IÉ suggests that it is relevant to consider the A-ISRR recommendations as a matter of principle in relation to forward planning and proposed development adjacent to the rail network.

2. DART+ Programme

The DART+ Programme represents the largest heavy rail investment scheme in the history of the State, providing a transformational increase in capacity and frequency of the existing system between Dublin City Centre and the areas of Maynooth, Celbridge, Dunboyne, Drogheda, and Greystones. The DART+ Programme is a cornerstone project of the GDA Strategy and the Government's Project Ireland 2040 vision.

The DART+ Programme will revolutionise travel in the Greater Dublin Area. It will see the DART network grow from its current 50km in length to over 150km, bringing DART travel with all its benefits to new and existing communities. It will promote multi modal transit, active transport, boost regional connectivity and make public transport the preferred option for more and more people. The DART+ Programme will deliver frequent, modern, high-capacity, electrified services within the Greater Dublin Area (GDA) while improving connectivity with regional towns and cities.

The DART+ Programme involves rail improvements from:

- **DART+ West** - Maynooth and M3 Parkway to the City Centre
- **DART+ South West** - Hazelhatch & Celbridge to the City Centre
- **DART+ Coastal North** - Drogheda to the City Centre
- **DART+ Coastal South** - Greystones to the City Centre
- **DART+ Fleet** - purchase of new train fleet to increase train services.

The infrastructural interventions proposed by DART+ Coastal South will enable both an increase in passenger capacity and an increased frequency of train services on the Southern Line.

Delivery of the DART+ Coastal South project will support existing communities along the Southern Line and support future sustainable development within the Greater Dublin Area. Upon completion, the project will serve all 20 existing stations along the railway corridor between Dublin City Centre and Greystones Station, including the new station at Woodbrook, by enabling an increased frequency and improved quality of service.

In order to deliver the infrastructure and benefits of the DART+ Coastal South project in the most efficient manner possible, the project will be delivered in 2 distinct stages, as outlined below and Figure 2:

- Stage 1 of DART+ Coastal South will seek to deliver the infrastructure enhancements and upgrades that will enable an increase in train frequency from 2 trains per hour to 3 trains per hour between Bray and Greystones.
- Stage 2 of DART+ Coastal South will seek to deliver the infrastructure enhancements that will enable an increase in train frequency from 6 trains per hour to 12 trains per hour between Dublin Connolly and Bray (Daly) Stations.

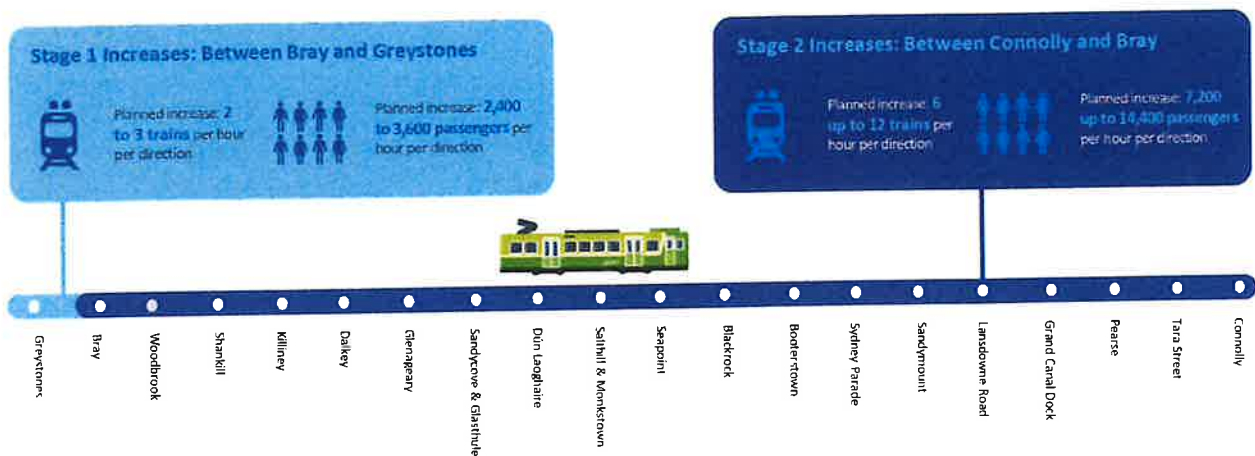


Figure 2: Stages of delivery of DART+ Coastal South

This project will have far reaching positive transportation effects by providing a sustainable transport system with increased passenger capacity and frequency. This will be beneficial to surrounding and future communities and will assist in reducing dependency on private cars.

- Increase peak passenger capacity and increase train frequency between Dublin City Centre and Greystones Station facilitating frequent and reliable transport to the surrounding communities.
- Enhance public transport opportunities for work, education, and leisure purposes.
- Help alleviate road congestion.
- Build a sustainable and connected city region, supporting the transition to a low carbon and climate resilient society.
- Facilitate people to make sustainable travel choices by encouraging a move away from private cars to a reliable, efficient, and safer public transport network.
- Improve multi-modal transport connectivity through the development of the wider DART+ Programme.
- Improve journey time reliability.

3. East Coast Railway Infrastructure Protection Projects

In recent years IÉ has seen an increase in the frequency of storm events as result of climate change. This necessitates more and more maintenance works to be carried out to respond to the effects of coastal erosion, wave overtopping and coastal flooding on the rail line and supporting infrastructure. These works result in increasing disruption to existing services.

The East Coast Railway Infrastructure Protection Projects (ECRIPP) were established to deliver the necessary enhanced coastal protection to the existing railway infrastructure in a number of key locations on this section of the rail network.

The impacts of coastal erosion on the east coast of Ireland from Dublin to County Wicklow are increasingly evident with beaches and cliffs being eroded on an annual basis. Iarnród Éireann Irish Rail (IÉ) has first-hand experience of these impacts. This rate of loss will increase in line with sea level rise and storm frequency/intensity increases as a result of climate change. Some areas of the East Coast rail line have seen encroachment through the loss of coast of up to 20-30 metres in the last 10 years alone. This has resulted in large losses in land and habitats, and incursions to such levels that the railway line between Dublin and Wicklow, is vulnerable to further loss due to coastal erosion.

The current east coast rail line is fully operational. ECRIPP will mitigate against coastal erosion, extreme weather and coastal flooding to ensure rail connectivity is maintained. IÉ will continue to undertake maintenance and remedial works in key areas along the east coast rail line.

The key objectives of the project include;

- support the continued safe operation of rail services;

Increasing operational capacity in the section will create opportunities to run more frequent services, improve network resilience and allow for quicker journey times, which will improve overall service quality and capacity. No detailed assessment of land requirement beyond our current land boundaries has been undertaken at this stage.

[REDACTED] Standard IE Structure Gauge' requires that any structure be at least 4500mm from the nearest rail and anything below this distance must be designed for collision loads.

[REDACTED] is open to engagement with Wicklow County Council to explore the development of the Greenway alongside the railway line, such that any Greenway alignment provides sufficient clearances to allow the railway and any future improvements, such as double tracking or passing loops, to operate and co-exist alongside the Greenway.

There are eight user worked level crossings on this section of railway between Greystones and Wicklow. The usage at these crossings has a direct bearing on the risk rating which Iarnród Éireann is obliged to manage and control. The intensification of usage at level crossings poses an unacceptable risk to [REDACTED]. For this reason [REDACTED] review all proposed 3rd party development adjacent the railway and assess the potential impact on level crossings. The proposed Greenway has the potential to substantially increase usage at these crossings.

In order to prevent an increased risk to the railway the Greenway scheme must include engineered solutions to cater for members of the public moving between the Greenway, the beach and public roads without the need to use existing level crossings. The design of the Greenway scheme must also ensure that members of the public cannot trespass onto private lands that have level crossings provided for the sole use of the landowner.

[REDACTED] would welcome any proposals brought forward by Wicklow County Council to bridge over the railway with the aim of providing safe public access.

To maximise the Greenway's contribution to sustainable mobility, it is essential that it provides high quality active travel connections to Greystones, Kilcoole and Wicklow stations. Integrating these active travel links will enable users to combine walking and cycling with public transport, reducing reliance on private cars. It will also facilitate everyday journeys, such as commuting or accessing local services, by allowing people to use the Greenway as part of their route to the stations.



Figure 4: Emerging Preferred Greenway Corridor

- increase railway infrastructure future resilience to climate change;
- provide improved and sustainable coastal protection works against predicted climate change effects such as sea level rise, coastal erosion, storm surges on the east coast railway corridor;
- secure the railway line for future generations;
- allow for the long term efficient management and maintenance of the railway corridor;
- support sustainable low carbon local, regional and international connectivity fostering a low carbon and climate resilient society;

Five key locations have been assessed as requiring protection to increase resilience to coastal erosion as a result of climate change. These five locations have been assessed as they have experienced incursions to such levels that existing infrastructure is at risk due to coastal erosion. Each location is being delivered as a standalone project through design, planning and construction.

These five locations are;

- Merrion Gates to Seapoint Beach
- Whiterock Beach to South Kiliney
- Bray Head to Greystones North Beach
- Kilcoole to Newcastle
- Newcastle to Wicklow Murrough

Three of these locations of intervention, Bray Head to Greystones North Beach, Kilcoole to Newcastle and Newcastle to Wicklow Murrough are within the study area of the proposed Greenway.



Figure 3: Locations of ECRIPP projects

Observations

[REDACTED] have reviewed the consultation documents available online and make the following observations.

[REDACTED] notes that the proposed greenway is located adjacent to the existing single track railway line which connects Dublin Connolly to Rosslare Europort. The train line runs north-south through the study area on the eastern coastal edge. There are three train stations within the study area, Greystones, Kilcoole and Wicklow.

The current single track arrangement limits increased frequency of trains between Dublin Connolly and Rosslare Europort and provides limited resilience during any disruption on the network. To address these issues in the medium to long term, sections of the line between Greystones and Wicklow may be subject to double tracking or passing loops.

Concluding Remarks

[REDACTED] wishes to take the opportunity to highlight to Wicklow County Council the recommendation in the All-Island Strategic Rail Review to protect railway corridors for future rail expansion in future land use plans and forward planning objectives.

The Railway Safety Act 2005 places an obligation on any 3rd party planning work near the railway to ensure no danger or hazard is posed to railway operations. Due to the proximity of this Greenway project to the railway corridor, Wicklow County Council must take due consideration of this obligation during the planning, design and construction of the development.

Wicklow County Council and other key stakeholders must engage with [REDACTED] Third Party works coordinators and [REDACTED] (as landowners [REDACTED]) throughout the design development of the Greenway to ensure it does not interfere with the operations or impede the future development of the railway network.

[REDACTED] looks forward to engaging with Wicklow County Council throughout the Greenway's development.

Yours sincerely,

[REDACTED]

[REDACTED]

[REDACTED]